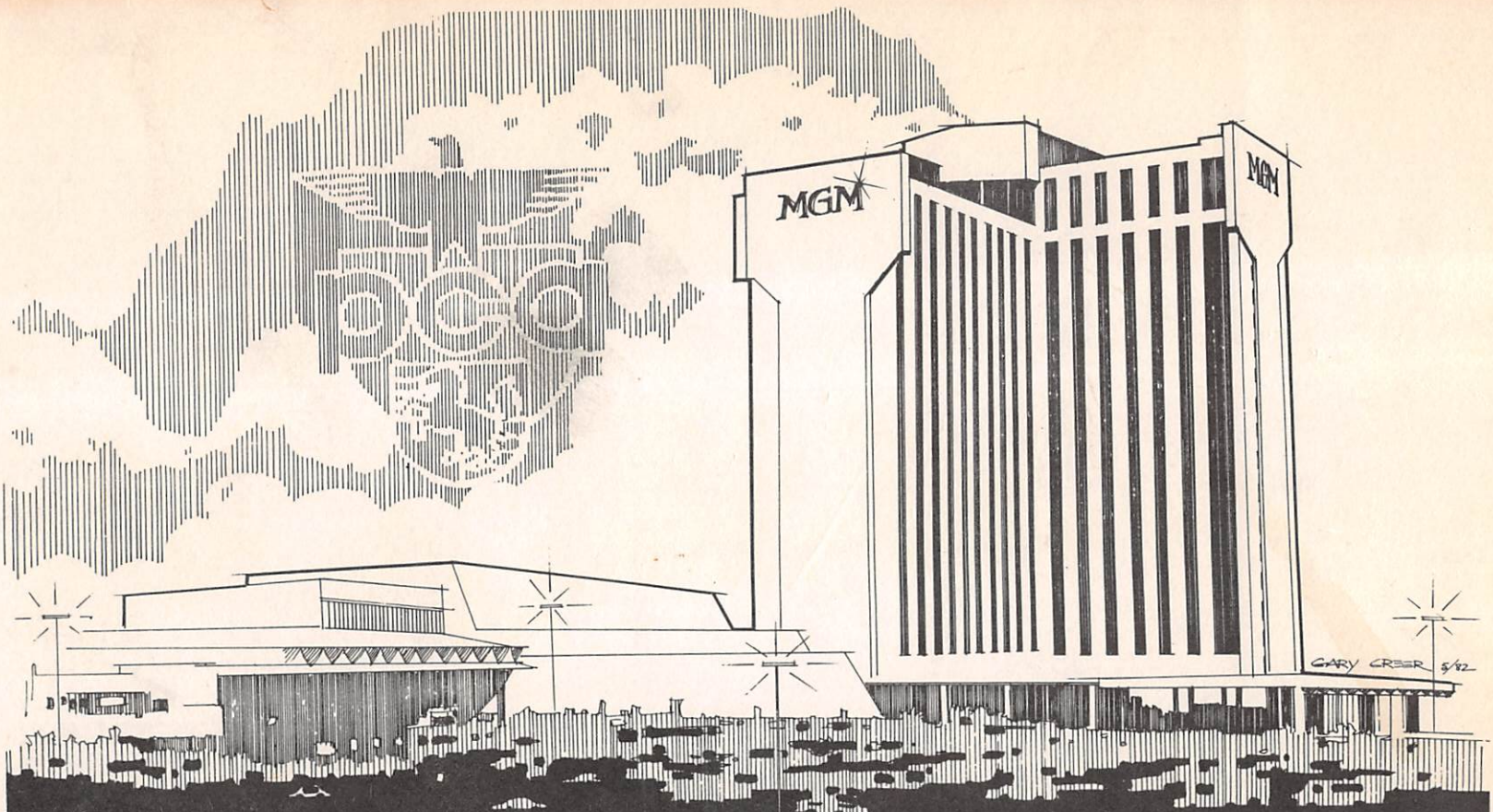

27th PORSCHE PARADE, RENO, NEVADA

PORSCHE PROFILE

JUN '82

PORSCHE PROFILE

EDITORS JOYCE & DAVE COOK - 962-3177

The Porsche Profile is the official news letter for the Suncoast Region of the Porsche Club of America. Deadline for articles and/or advertisements is the 15th of each month. Mail submissions to: EDITORS - PORSCHE PROFILE, 4739 GROVE POINT DRIVE, TAMPA, FLORIDA 33624

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FROM THE EDITORS

"944" Remember that number...What a car!!!. I recently had the opportunity to test drive one of these super automobiles at Reeves. Along with just being beautiful, it also has performance. Try it, you'll like it.

Well, it's June already and Joyce and I will be searching high and low for next year's LUCKY??? Profile Editors to get them started as early as possible to avoid the usual January CRAZINESS. So if we have any volunteers, please call and we will come out and drag you in.

See ya

Joyce & Dave

Dave Cook - 272-5938 (Work)
962-3177 (Home)

EDITORS	Joyce & Dave Cook
TECHNICAL	Jim Sanderson
"FLAT OUT"	Dave Stoops
COVER ART	Gary Greer
PHOTOGRAPHY	Tom Briest
CONTRIBUTING	Joe Pendergast Emory Stansell

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1/2 Page	$150.	$ 80.
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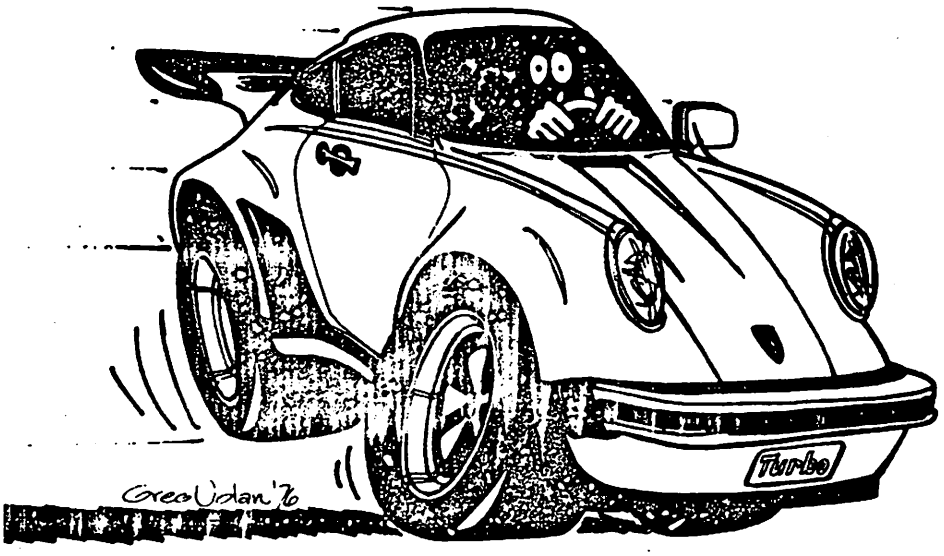

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EYES UP!

Fireverksfest 1982 was everything that a multi-regional event should be--yet there were only a few out-of-region registrants.

Leonard Turner, Zone 3 Representative, scheduled a Florida Regions' Presidents Meeting at Fireverksfest. Only yours truly and Tom Ressler of Citrus Region attended.

Some say that this was a consequence of our changes of the autocross classifications and rules-especially the elimination of the old "almost anything goes" tire and wheel rule. I do not agree, although it may have been a factor for some. I thing out-of-region participation was more affected by: scheduling the event in April, instead of the three day weekend of Independence Day (If you have an opinion as to when Fireverksfest should be held, please advise an officer or director); the state of the economy, and unnecessary and minor antagonisms between the regions arising from a few incidents over the years, which we hope and are working to resolve.

Let us be affirmative, not reactive. Our sister Regions host fine events. Many of us have made lasting friendships with their members. We should attend their events in good numbers and enjoy the benefits of their efforts. I think that it is very important that they continue to see our friendly and competitive spirit.

You may know that Citrus Region is bidding for the 1984 Parade. We have officially supported their bid and pledged our help and good will. I hope that all of our members who can, will offer to help and apply to participate if the bid is accepted. Unless you have unlimited time and money, a Parade in Florida will be almost the chance of a lifetime.

Were your "eyes up" at Fireverksfest? Did you notice that Tom and Cindy Briest were not registered? They rarely miss an event and are very competitive. Well, they were there-working concours, rallye, and autocross--and registration, timing and scoring. Unselfish? Let me tell you about another incident. Last year my engine seized on the way to the Citrusfest autocross. Cindy and Tom (also E stock) lent me their car so that I could compete in the necessary three F.P.A.S. events. Tom beat me that day, but overall I edged him out for second place and a trophy he would have had.

Presidents rarely use this space to thank members, directors and officers for their contributions. Besides the consideration of interest, there simply is not space. But the real reason is, that it is too hard to do, as well as is deserved.

I will only say to you all, my eyes have been up, and I am impressed and grateful.

George

TRACK FACTS

It was the 30th running of the famous Sebring race and the celebrations and parties were to be seen everywhere, as usual. This was to be our 5th year at the 12-Hour race, and fresh off a finish at Daytona. A car that can run the 24-Hours can surely go for 12-Hours, right?

Well, Sebring seems to be our nemesis and stands as our most challanging hurdle. This year had a flavor of last year's crashes but with an added twist of new, inexperienced drivers. No matter what, it's always something.

THURSDAY: 9:45 Practice - Ron will check car out. Car running well but track conditions appear worse than last year. Ride is too hard and tire pressures that are uneven, but then there are the old Daytona tires.

11:15 Practice - 2 new drivers scheduled to take car out and get used to track and shift pattern - to learn how Sportomatic reacts. New tires are on car and lower pressures are used to get softer ride. The car makes only 5 laps when another Porsche 911 slams into the right rear wheel. The door is jammed into the body, the right fender is smashed but worst of all, the control arm (banana) is badly bent, both inside and outside CV joints are demolished and who knows what the inside of the transmission looks like? And the qualifying session is only 3 hours away! Our crew works feverishly each taking care of different aspects of the repair and by 3 p.m. the car is ready for qualifying.

3:15 - Our best lap time is 3:13 and we qualify in the top 50 in a field of over 75. The car is emitting a strong smell of burned oil and the temperature gauge indicates over 250 F. The oil is changed, rear end alignment checked and all lighting hooked--up for the 6:30 night practice. Thankfully no transmission damage was suffered from the afternoon wreck.

6:30 - Night practice goes well with no electrical problems but the oil temperature is still climbing to 250 and the problem will have to be found. In addition, the transmission shift linkage is jammed so the remainder of Thursday night is spent having a big cook-out, drinking lots of beer and taking the transmisison out of the car.

A stray piece of metal is found jammed in the nose of the gear box making for an easy repair but best of all, the source of overheated oil is found to be in a self-destructing tarque converter. It was one given to use out of a street car and had never been in the race car before. It's rare for these to go bad, but this one did. It was chewing itself up inside and made the oil look like chocolate brown metalflake paint.

FRIDAY, 8:00 a.m. - The car is put back together, all oil lines flushed out, new oil and oil filers installed. Softer springs are put on the front streets to help keep the car on the track and new brake pads are installed. CONTINUED ON PAGE

BOARD MEETING

President George Osbourne called the May Board Meeting to order at 8:30 p.m.

Joe Pendergast distributed the Treasurer's Report. Fireverksfest was discussed and it was the concensus of the Board that it was a financial success.

Jeff Brooks announced the May 8th rallye has been changed to June 19th. The rallye will end at a family type eating establishment in Thonotosassa. Bring the children as there will be volleyball, softball, etc. A great time.

George Osborne discussed a letter from Citrus Region for our support for the '84 Parade. This was discussed and decided that we will give our support and George will send a letter to them expressing our desire to help.

JoAnn Sanderson discussed the quarterly membership update for the 1st Quarter. It should be ready soon for publication.

Judy Townsend suggested we acquire permanent scoring boards for autocross events. This was discussed and agreed upon by the Board as a good idea. Judy will pursue further findings at the next Board Meeting.

Motion was made by Joe Pendergast to limit the Profile to 6 pages maximum. Motion was seconded and approved.

It was decided to investigate why there was such lack of participation from Citrus and Gold Regions this year at Fireverksfest, when both regions have been active supporters in the past.

Jerry Kendall suggested incorporating a display class into our Concours, to generate more interest and entries. This will be given further consideration by the Board.

Joe Pendergast suggested compiling a guide for future Fireverksfest Chairpeople. This idea was well received by the Board and will be given further consideration.

There being no further business to come before the Board, a motion was made to adjourn, the meeting was adjourned at 10:10 p.m.

Respectfully,
Judy Townsend
Secretary

TRACK FACTS

CONTINUED FROM PAGE 6

2:30 - We've missed the morning practice but all is ready for this one. The car is handling much better with the softer springs and slight lowering of tire pressures.

Unfortunately, the old torque converter had severly overheated the flywheel bolts (actually the flex-plate on a Sportomatic) and by the end of the afternoon practice they had worked themselves loose. What a terrible racket a loose torque converter makes as it clips the transmission housing. Friday night is literally a replay of the night before, except for a shortage of beer and time. New flex-plate, new crank bolts, all back in the car and by 12:30 a.m. all is as fod as new (almost) and we retire for the night hoping that we have worked all the bugs out.

TO BE CONTINUED NEXT MONTH

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DINNER MEETINGS

JUNE DINNER MEETING

June's Dinner Meeting will once again be held at the "Playboy Club"!!!!If you missed it last time, plan to attend..it was great. Cocktails at 7:00 p.m., dinner at 8:00. The entertainment will begin at 9:00 p.m. The date is June 11th (FRIDAY NIGHT). Address: Playboy Club, 333-1st Street South, St. Pete. Phone: 823-5500.

Memu for Playboy Dinner Meeting is as follows:

HOUSE SALAD
SLICED FILET OF TENDERLOIN
(Filet Mignon cooked to your request, laced with a Sauce Madeira, served with a potato and vegetables du jour).

All entrees are served with fresh rolls, butter.

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COFFEE, TEA OR SANKA.

Dinner will be $15.50, excluding tax and tip.

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RALLY!!

PICNIC!!

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WHEN: SATURDAY, JUNE 19th

RALLYISTS - EXPERIENCED AND NOVICE ALIKE, COME PREPARED FOR CHALLENGING FUN !! THIS WILL BE A 2 HOUR RALLY DESIGNED TO HELP YOU LEARN TO PAY ATTENTION AND FOLLOW DIRECTIONS. NO-ONE (HOPEFULLY) WILL GET LOST. A LITTLE CONFUSED AND POSSIBLY EMBARASSED, BUT NOT LOST. THE INIMITABLE JOE PENDERGAST HAS BEEN OUR MENTOR AND SUCCESSFULLY KEPT US FROM BEING TOO DEVILISH. WE GUARANTEE A GOOD TIME FOR ALL!!!

PICKNICKERS - ALL THE FOOD AND DRINKS ARE INCLUDED. AFTER THE RALLY THERE WILL BE COLD DRAFT BEER, SNACKS AND ALL THE DELICIOUS HAMBURGERS YOU CAN EAT. FOR RECREATION YOU CAN PLAY VOLLEYBALL, HORSESHOES, SOFTBALL OR JUST RELAXING IN

WHERE: RALLY BEGINS AT REEVES IMPORT MOTORCARS IN TAMPA.
PICNIC IS AT RON-JO-ROSA RANCH IN THONOTOSASSA (SEE MAP ON BACK OF THIS PAGE)

TIMES: RALLYISTS ASSEMBLE AT REEVES AT NOON. DRIVER"S MEETING WILL BE AT 12:30, FIRST CAR OUT AT 1:00 P.M.
PICKNICKERS MAY GATHER AT THE RANCH ANYTIME AFTER 1:00.

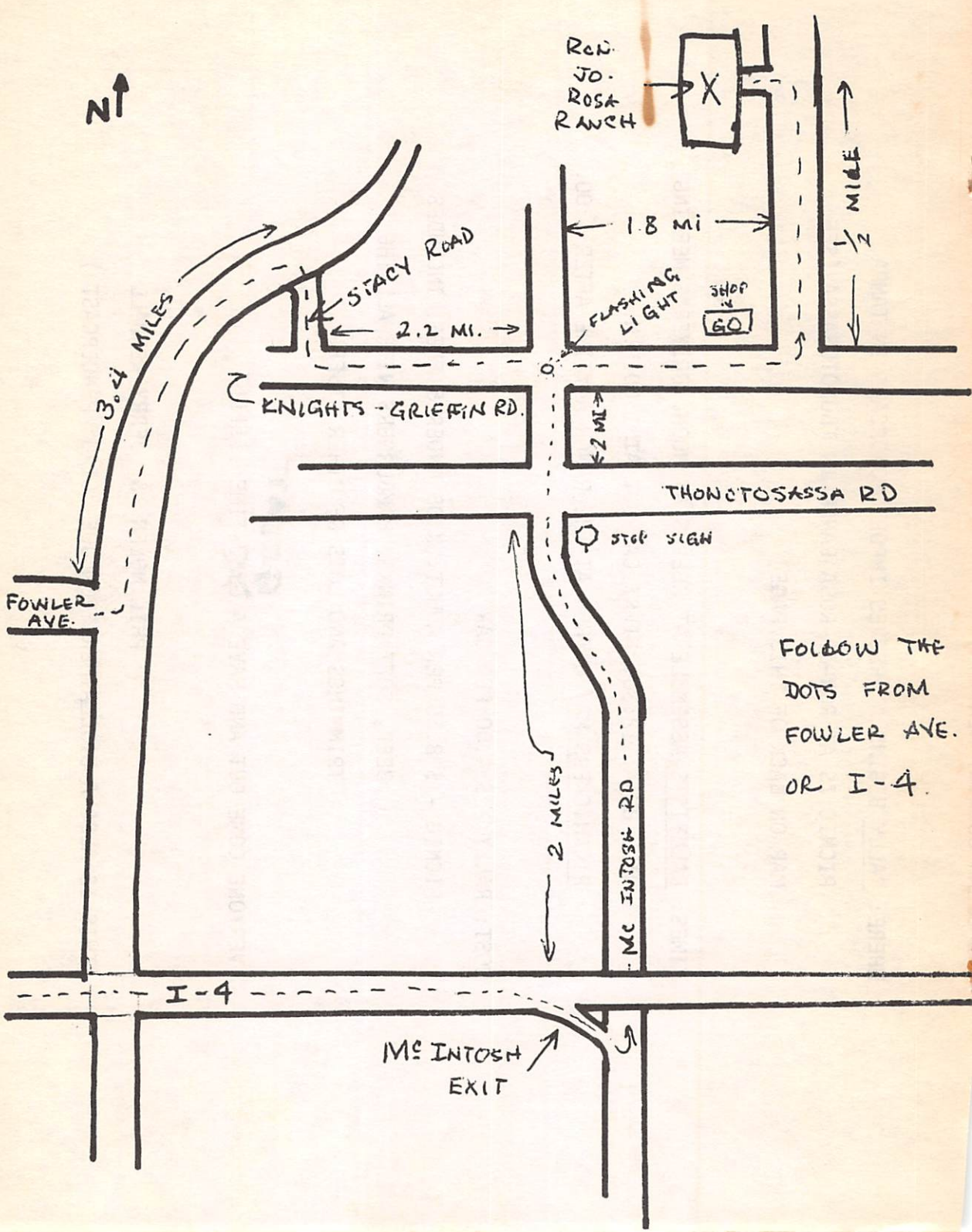
COST: RALLY - $ 4.00 PER CAR
PICNIC - $ 8.50 PER ADULT, KIDS UNDER 5 FREE. INCLUDES BEER, SOFT DRINKS, HAMBURGERS WITH ALL THE TRIMMINGS AND LOTS OF OTHER STUFF.

EVERYONE COME OUT AND HAVE A ~~GOOD~~ GREAT TIME !!!!!!

PHIL NOLEN & JERRY KENDALL

(THIS IS ALSO A DISCLAIMER FROM JOE "CIAO" PENDERGAST)

MAP TO PICNIC (NOT FOR RALLY)



BAC

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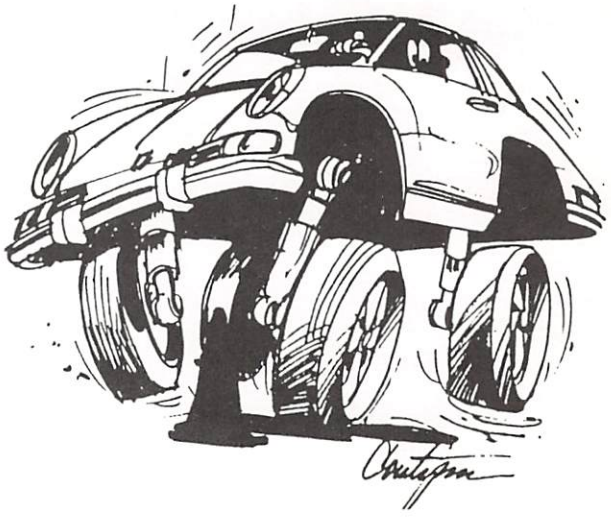


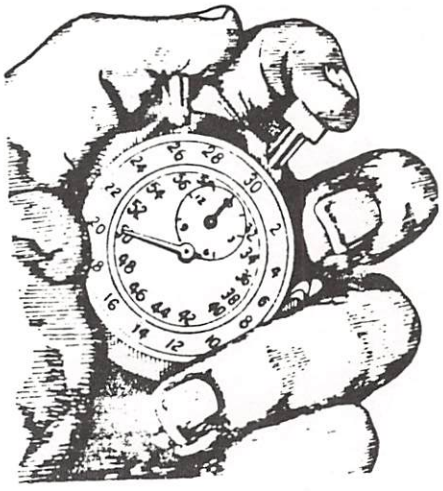
PRESENTS

1982 CHAMPIONSHIP AUTOCROSS

SUNDAY JUNE 6

TAMPA GREYHOUND TRACK

(I-75 AT BIRD STREET EXIT)



REGISTRATION OPENS : 10 AM

REGISTRATION CLOSES: 1 PM

DRIVERS MEETING : 11:30 AM

FIRST CAR OUT : 12 PM

FOR MORE INFORMATION CONTACT:

BERNIE LONG 689 4242

HOWARD DUNCAN 949 5434

KEN MACKENZIE 685 7386

Achtung!

Eibell Performance is having an Open House, at their new location 4595-118th Avenue North, Clearwater, on the evening of June 9, 1982 from 5:00 p.m. until ???

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1982/CALENDER

MAY	4	Board Meeting
	29,30	"Sonnenfest"
JUNE	1	Board Meeting
	11	Dinner Meeting - Playboy Club
	19	Rallye
	21	National Parade
JULY	6	Board Meeting
	10,11	Autocross
AUGUST	3	Board Meeting
	21	Swap Meet/Party
SEPT.	4,5,6	"Citrusfest"
	18	Pig Roast Party
OCTOBER	2	Autocross
	5	Board Meeting
	23,24	Caravan/Rallye
NOV.	2	Board Meeting
	20	Rallye
DEC.	17	Dinner Meeting/ Installation Banquet
	28	Board Meeting

NOTE: MAY RALLYE CHANGED TO JUNE 19 FUN TYPE RALLYE TO BE HOSTED BY JEFF BROOKS AND JOE PENDERGAST.

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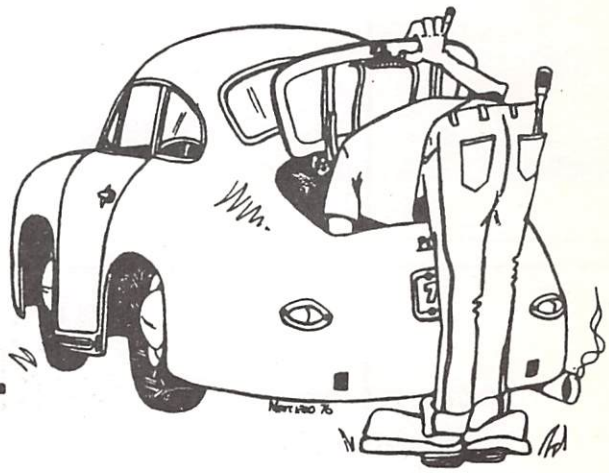


PENNY SEZ!

ROOKIES UNITE!

Although this is a belated article, with Rookie Weekend several months behind us, I wanted to have a chance to share my first impressions with other club members.

Even though I participated only in the Autocross event, I gained a wealth of information about Concouring and Rallying through observation and by listening to the comments of other participants, rookies and "regulars" alike. I learned two especially important lessons from these events: 1) you must have a cast--iron ego to survive a Concour judge's agonizing scrutiny of your car, 2) couples who rally together either have solid relationships or are sadistic. All joking aside, these events draw some very enthusiastic participants.

Now for the Autocross event. I loved it! Of course, for months I had talked about how I couldn't wait to try autocrossing, but when the day finally arrived, I was scared to death and about as nervous as I can remember. However, I soon learned that many of the other participants felt much the same as I did, some of whom had autocrossed numerous times before. This knowledge helped to comfort me. And, much to my amazement, I actually did quite well. My foremost fears were that I would knock over most of the pylons, would get lost half way through the course, and would come in a minute over the best time in my class.

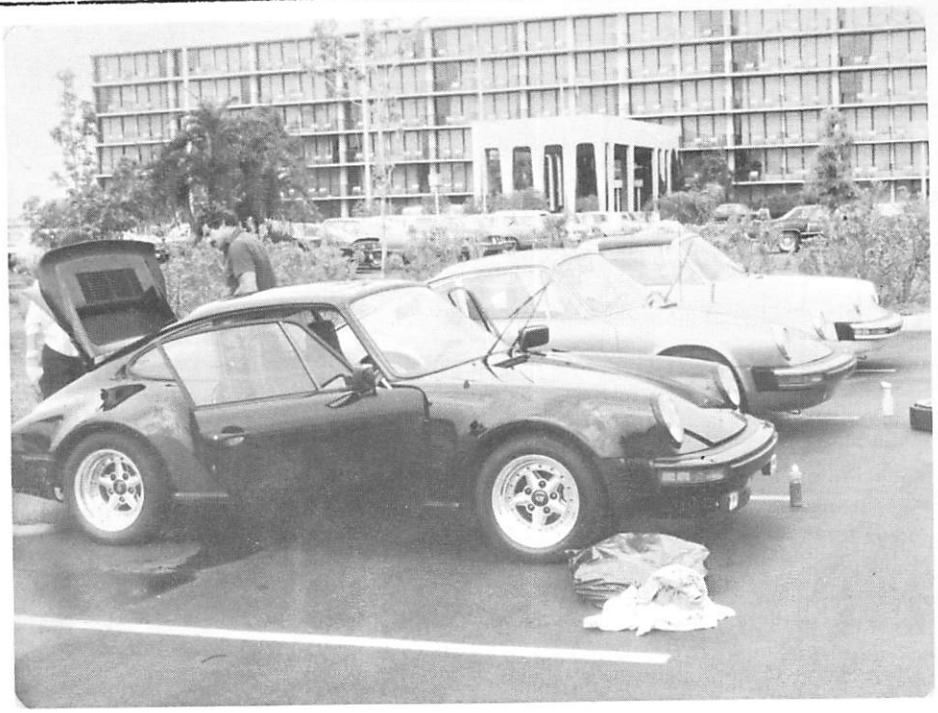
Fortunately, none of these things happened. As a matter of fact, I even received a trophy (which is not hard to do when you are the only rookie in your class!).

All in all, it was a really rewarding experience for me and got me thoroughly "cranked up" to participate in future events. (Of course, if you attended the Autocross event at Fireverksfest, you'll know that I went off course on all three runs!!!)

If you're a newcomer to the club, don't be afraid to get involved. After getting a taste of the different types of events, you may find you prefer one more than the others. But you won't know until you try.

Rember, every expert began as a rookie!

Penny Phillips



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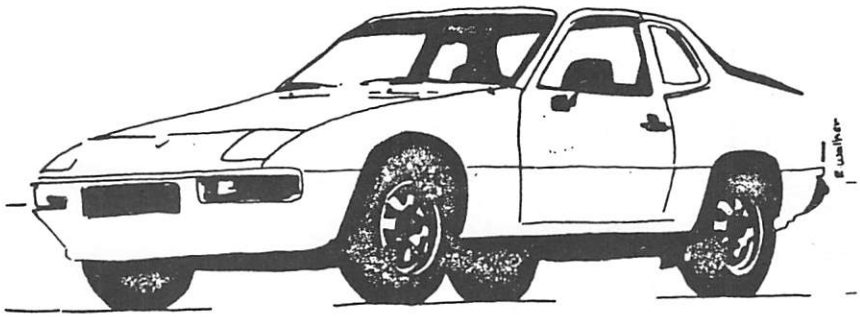

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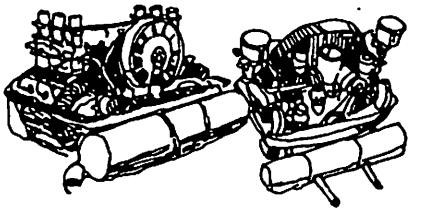

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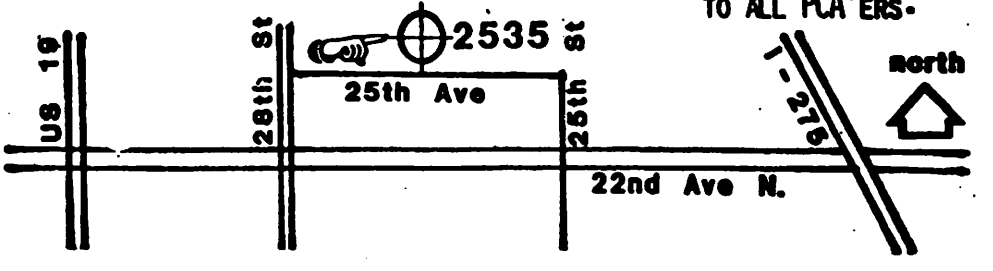

PORSCHE MARKET

FOR SALE: 1974 911 Carrera coupe #9114400153, Gulf Blue/Black leather interior, 14,500 original miles, rear ducktail spoiler, black carrera side lettering, oil cooler, H-4, Koni shocks, power windows, lowered and aligned, Blaupunkt AM/FM Stero, all original, never damaged, have all service records, concours winner, must see to believe, like new - $24,900. Bob Barton 2534 N. W. 98th Way, Coral Springs Fl. 33065, 305-755-1187.

FOR SALE: Widened 914 Steel Wheels 6-1/2 X 15J. True and Airtight. Fits stock wheel wells. No modification needed. Bill Iler, (813) 985-5425.

FOR SALE: 1969, 912 Coupe, Rare 5-speed and even more rare-factory airport gearing. Totally rebuilt engine by dealer. P-6's, alloys, H&H Carrbra sway bars, and lowered. Drives like new. Trophy winner in both Concours and Autocross in last 2 Fireverksfests. Asking $9,000. or offer, or will consider 914 or 924 in partial trade. Call Stu Rappaport (813) 961-4873 - Tampa.

FOR SALE: 1979 - 928 Metalic Silver, leather interior, 5 speed, limited slip differential, electric heated outside mirrors, power seat, Blaupunkt auto AM/FM cassetts. Super condition only 20,000 miles. $29,900.00 or make offer. Phone: days (813) 366-8513; Evenings & Weekends (813) 924-0889. Timothy L. McNeary.

FOR SALE: 2 - 6 x 16 and 2 - 7 x 16 factory alloy wheels, complete set - $900. Complete exhaust system for 1979 SC - $200. Call GEORGE HAWN. Phone: (813) 576-2761, Clearwater.

FOR SALE: 1976, 912E Sunroof #9120001954, air conditioning, Blaupunkt AM/FM stereo, factory fogs, alloys, new Michelins, Euro-lenses, canvas Porsche seat covers, 53,000 miles, all original, excellent condition, orange/w tan interior, must sell, new car coming $12,950. David Dunbar, 2316 Violet Place, Palm Harbor, Fl. 33563. PHONE (813) 785-4024 evenings-weekends.

PORSCHE MARKET, continued

WANTED: For my '72, 914 1.7, used extractor exhaust, steering wheel (need not be OE) & speedometer. Bill Ludwigsen (813) 474-5467 (days) or (813) 474-4675 (evenings) - Englewood.

WANTED: Pre-'76 PANO's (except for January, 1976) must be in EXCELLENT CONDITION and would prefer to buy at least a complete year at a time. David Stoops. (813) 272-2540 (work) or (813) 872-8713 (home).

FOR SALE: 911 SC parts, (2) used Pirelli P-7 225-50-VR-16. $100.00. or best offer. Also, complete exhaust system, oil press temp. gauge and rear package shelf in tan leather. Best offer. Peter Petersen, 7803 Seville Circle, Bradenton, Fla. 33529. (813) 792-7711.

FOR SALE: 1977 Martini Championship Edition 924. Trophy winner at the Reston Parade, plus many trophies in Regional events. Already set-up for autocrossing, new Phoenix tires, 50,000 miles. Only 2,000 of these cars were made. Car is currently in concours condition. For more information call Jim or Cheryl Owen, (813) 961-7518 (evenings).

WANTED: One - 16" rim for 1979, 928 - PHONE (813) 223-2300 - Pat Dekle.

FOR SALE: 1972, 911E #9112200727, White imron/black vinyl, factory alloys, AM-FM cassette, air, Bra, cover. Never wrecked, 55,000 miles on engine. Must sell - Best offer. Rick Carlisle -Sarasota, FL. (813) 957-1453 days, (813) 349-7302 nights & weekends.

FOR SALE: 1973, 911S, Sunroof Coupe, new Guards Red lacquer on top (acrylic enamel underside) black interior with new dash/factory carpets, Recaro LS seats, and new headliner, new trunk carpet, P6's, limited slip rear wiper. Totally fresh engine with new valves, guides and rings. Outrageously fast, perfect condition car. Fairly priced at $17,999. David Stoops, 272-2540 work, 872-8713 home.

FOR SALE: 1966 912, with 1970 2.2T engine with "S" internals & 930 tensioners. New Webers, Aeroquip, Konis, pan, brakes, sport muffler, flares, spoilers & all updated. New interior. 16" alloys with P-7's. White lacquer with blue stripe. Strong engine-very quick & steady. $13,500 or best offer. ART PADULA, 2508-50th Street South, Gulfport, Fl. 33707 - (813) 321-5717.

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